

WESTERLY

The Westerly Sanitary corps, one of the most useful organizations of the town, is planning a carnival to raise funds to aid in support of maintenance of the excellent service being rendered. The corps is on the best of terms with all other organizations, including the Westerly band. The corps desires to make any move that would tend to offend the veteran musical organization, or any class or section of the community by going outside of the town to hire music in connection with the carnival, even if this outside music be for one night only. It is the custom in Westerly during a carnival or fair to designate special nights to the several organizations and among the more prominent of these is Firemen's Night, which includes a parade of the fire department. At such times the firemen endeavor to make their night the most successful financial night of the carnival. The firemen while willing to aid in the financial success of the carnival persist in their stand that they will not parade with the Westerly band. The invitation to parade has been accepted by the firemen with the proviso that the Westerly band is not to furnish the music. This action places the sanitary corps in a disagreeable position, as they desire the aid of the local firemen and are inclined to aid the Westerly band.

The sanitary corps has taken no action on the conditional acceptance of the firemen to parade. Unless an amicable agreement can be reached between the bandmen and the firemen, it is probable that the Cheshire Fire and Drum corps of Stonington will furnish the music for the street parade. Firemen's Night, something is going to happen some day that may result in the loss of life, unless something is done to improve traffic conditions while fire apparatus is responding to the call for service. The ringing of the fire alarm, the sounding of fire

barrels is required for the Noose Neck road.

There are federal aid projects and the state road department has already started the grading and foundation work. These two roads would require about 125 carloads of cement. There is an abundance of cement but there is inadequate transportation facilities.

At the annual meeting of the Rhode Island Electrical Contractors' association Monday night in Providence, those officers were elected: W. C. Halstead, president; R. P. Baker, vice president; F. M. Godfrey, secretary; F. W. Smith, treasurer; H. T. Ayers, G. H. Jones, John Scannarin, W. T. Whithall, A. H. Drabble, executive committee.

Local Laconics.

Westerly is noted for dandy dahlias. Plans are progressing for the erection of a building on the Pawtucket side of the Broad street bridge.

It is up to the town of Westerly to remove that fallen tree from the river near the Pawtucket bridge. It is evidently so lodged that it will not be moved by the running water. It is an eyesore and may be the cause of damage.

In anticipation of the new muzzling ordinance, muzzled dogs are already on the streets.

Mr. and Mrs. O. E. Varn of Andover, N. J., accompanied by Miss Ruth Munger, are at the Varn cottage, Brightman's pond.

Letter Carrier James A. Kane was bitten by a dog Tuesday morning while delivering mail at the summer home of H. C. Field, at Watch Hill.

The army recruiting station in Westerly, with First Class Private George Steiner in charge for the past two months has been closed, and the recruiting office ordered to Providence.

Midtown.—One of the finest boats that ever belonged to a member of the Middletown Yacht club is the new cruiser Minn S. Cornell. She is one of the largest and undoubtedly the fastest cruising boat belonging to the club. She has 150 h. p. engines and maintains a speed of 26 knots per hour.

STONINGTON

The corner of Elm and Cedar streets has been the site of more automobile accidents than any other place in the town of Stonington. Tuesday morning an automobile, owned by a woman, was accompanied by her husband who declined to disclose their identity, in rounding the corner from the direction of Westerly toward the center of the town, light pole in front of the trolley station. The man's right knee cap was broken, and after first aid was given by Dr. Taylor, he was conveyed to the hospital in New London. The woman's nose and face were bruised and both knees injured. The automobile bore registration 17,275. Rhode Island, and was registered by Burton C. Vardon, 225 Butler avenue, Providence, R. I.

The engine was smashed, the hard crumpled, the fender crumpled off, and the radiator smashed. The front wheel was broken in three pieces, but the windshield was not broken. A dent two inches deep was made in the pole.

At the annual meeting of the Stonington Free Library association, these officers and committee were elected: Henry Robinson Palmer, president; Frank Foster Dodge, vice president; Mrs. Kate Hahn, secretary; Charles B. Stalick, treasurer; Eugene P. Edwards, Edward E. Bradley, Everett N. Pendleton, trustees; Mrs. Henry R. Palmer, Miss Lizzie M. Trumbull, Miss Laura T. Wood, Mrs. Frank P. Dodge, Mrs. F. C. Mallory Williams, book committee.

Henry R. Palmer is in charge of the dedicatory exercises of the Community house, Saturday evening next, and will tell the story of the building and its work. There will be several speakers and a musical program. Warden Cornelius B. Crandall will be in charge of the arrangements for the assembly in the Community house in the afternoon to the firemen after the parade.

Stonington Firemen.

Mrs. Emma Eaton is visiting her mother in East Douglas, Mass.

The brick work has been completed in the big addition to the new high school.

The American Legion baseball team is arranging for a game on Owen field next Saturday afternoon, at 4 o'clock.

ASHFORD

Another successful meeting of Ashford Welfare association was held last Saturday evening in Baker's hall, Wrentham, with a good number present in spite of the intense heat and threatened showers. There was no set program but an informal neighborhood discussion of local problems with special reference to good roads, better farms and local industries.

With reference to good roads, it was announced that plans were completed to continue the construction of the state road from near Wrentham, north to the Westford village, beginning opposite Alexander M. Bassett's and going "as far as the money holds out." Ashford voted about two years ago to co-operate with the state in this plan but labor conditions have prevented actual construction until now. Recently First Selectman Bert Gardner, Fred Chism, A. M. Bassett and other citizens have been in conference with the state highway department to assure the commissioner that the men of Westford were ready to provide the necessary labor "right after leaving" if the department would go ahead with the Westford road as voted; so now the work is actually in progress, with Westford men on the job—a good instance of the old adage, "the Lord helps those who help themselves."

The first thing in hand is to build a new bridge over the state highway already running just northeast of the Wrentham schoolhouse, over the Mt. Hope river, and this work is in progress this week. The big stone crusher and road roller arrived on the schoolhouse lot last week, but could not safely proceed over the old bridge. Timbers for the new bridge have been at hand for some time. It is expected that the bridge will be ready for use within a few days, and then the road roller and stone crusher will invade the new territory and begin the actual extension of the Westford road.

These facts were greeted with pleasure by the meeting. There was some discussion of the present condition of the state roads south of Wrentham and the statement was made that it seemed unfortunate not to keep existing state roads in better condition. It was explained that the new construction would undoubtedly have the effect of giving the state a course in better condition as far as the state road is now built and that it was up to the men living along the line of travel to render every possible assistance to the state department. Considerable comment was offered as to the wretched condition of that portion of the Willimantic road between Mt. Hope through Attleboro to Mansfield Center, where the road begins again. It was hoped that the town of Mansfield would soon get busy and remedy this, as Ashford's part is seriously handicapped by the poor stretch of road in Mansfield.

The matter of better farms was briefly touched upon in its relation to good roads and the advantage thus given to reach markets. The point was brought out that Ashford did not raise enough to feed its own people and that the welfare association might well call attention among its own citizens along that line. A leading farmer in a nearby town, himself a large producer and not afraid to invest money in agriculture, was proven in saying that one trouble with farmers is that they are not willing to invest money in food production, as manufacturers invest for their production, and that when more of the farmers were ready to invest money in machinery and fertilizers, to manufacture food, there would be better results in agriculture. Reply was made that few back-country farmers have money or money or capital to work with; to which rejoinder was made that men in Ashford who had money to invest might well use it to encourage agriculture, for the ultimate good of the community. Certainly, it was said in the discussion, if the world needs more food, there is no reason in these days of auto trucks and with good roads coming why Ashford should not plan for development on this line.

Concerning new industries, attention was called to the fact that, because of the overcrowded conditions existing in operation in big centers of population, there is a tendency among certain small industries to move out into the less populated regions and into the open, to be gone by, the available waterpower of the hill-town streams, either direct, or by the generation of electricity. The possibility of running big power cables from cities was spoken of.

There were certain small industries which it was believed could be developed along the streams of Ashford as well as in other small towns. There are several sites in the town where abundant waterpower is quickly available for small industries; in some instances where raw material for certain products is near at hand. It was believed worth while to look into this possibility.

As a result of the evening's discussion, two committees were named, one to offer civic co-operation to the state commissioner and the town selectmen in the matter of good roads, the other to look into the matter of possible new industries. The civic committee on roads is Fred C. Chism, John Hnath and Robert M. Balch; the committee on new industries is Henry R. Church of Hartford, a native of Ashford, whose summer home is near Wrentham, J. W. Armistead of Westford Hill and Everett Barker of Berwick's Mills. These two committees were requested to report progress at the September meeting.

Among those who took part in the discussions were Henry B. Church, Grinn, Durkee, Herbert Brown, John Hnath, Fred C. Chism, John Vostinak, A. M. Bassett, Frank Bennett and Maurice Bicknell. Allen B. Lincoln presided.

In Tablet Form Only

Easy to take

NUXATED IRON

For Red Blood

Strength and Endurance

DO NOT ACCEPT SUBSTITUTES

LISBON

Rev. Gurdon F. Bailey of Norwich Town preached at Newent Sunday morning by exchange with the pastor.

A large elm on the north side of the church green was struck by lightning Saturday afternoon, the fluid jumping to the roof of the schoolhouse close by and tearing things to pieces generally. A large patch of shingles was torn from the roof where the bolt entered the building. Every window had panes of glass broken and one whole sash was shattered. The interior looks as if a bomb had exploded, plaster knocked off, lath hanging from the ceiling, one row of desks leaning to one side because of broken standards, the back chair which was new last year had the lower part torn off and buried against the room and the seat of the chair set flat on the floor. The stove was broken, floor boards were torn up and at one lower corner the clapboards and boards torn off for a considerable space where the fluid escaped. All that can be found of a basement that had been left leaning against the elm is a six-inch splinter.

During the same shower the barn at George Kennedy's was struck at one end of the peak and a strip of shingles from one to two feet wide was torn off the whole length of the roof. In the stable beneath a hole was torn in a blanket and a riding saddle was torn to pieces. Because of there being no hay in the end of the barn probably accounts for the fact that it did not take fire.

Miss Gladys Burdick of Sterling is the guest of her aunt, Mrs. W. A. Read.

Mildred and Rita Hoek of Norwich are spending several weeks with their

STÉAKS

All Kinds — lb. 30c

NICELY CURED

CORNEED BEEF

lb. 10c

Chuck Roast Beef

lb. 25c

Lean Pot Roast

lb. 20c

Fresh Ground

Hamburger, lb. 22c

Beef Liver, lb. 18c

Frankfurters

lb. 20c

SWIFT'S LAMB

Meaty Forequarters, lb. 28c

Loin Chops, lb. 50c

Wednesday Specials

THE MOHICAN COMPANY

Fresh Fish

Direct From Fishing Ports

BLOCK ISLAND

SWORDFISH, lb. 29c

FRESH HADDOCK

lb. 10c

STEAK COD, lb. 20c

ROUND CLAMS

Opened to order pint 25c

SALT CODFISH

Boneless one pound 17c

MEADOW BROOK CREAMERY BUTTER

Today Only, lb. 58c

Swift's Premium Oleomargarine

lb. 35c

Dinner Blend Coffee, lb. 31c

Granulated Sugar, lb. 23c

Blue Tip Matches 6 boxes 29c

Swift's Pure Lard lb. 23c

Best A-No. 1 POTATOES

15 lbs. peck ... 59c

NORTH STERLING

F. O. Plummer and family spent the past week in Worcester, Mass.

Mr. McNulty of New York, who purchased the Charles Holbeck place, moved here Friday last.

A fine shower Saturday was a great help to all growing crops, which needed rain badly.

George C. Spooner and the William Sperry family of North Oxford, Mass., are visiting in North Sterling.

Miss Evelyn St. John spent the past week with her sister in Goodyear.

Stephen Douglas of South Killingly called on friends here Sunday.

Windsor.—A baseball game between Minam Robekah lodge of Odd Fellows, composed of women, and Hartford lodge No. 82 (men), will be on the program at the annual picnic of Hartford lodge at the Windsor Fish and Game club grounds at Windsor next Sunday.

EAST THOMPSON

Mrs. Eva Huntington has been engaged to teach the village school, which opens Sept. 7.

The Sunday school picnic will be held at Bates' grove, Webster lake, today (Wednesday), Aug. 11.

Rev. and Mrs. J. R. Miller were at Willimantic camp ground last Tuesday.

Mr. Miller made arrangements to have the staffed Springs house put in order for the meetings to be held there during

camp meeting week, which begins Aug. 14.

George Foster has been selling out during the past two weeks and Tuesday moved his family to Thompson, where they will carry on the Gladden estate boarding house. Many friends regret their going.

The annual Pettin reunion was held at the King's Daughters' hall Wednesday, Aug. 4th. There were 56 present, coming from Putnam, Groveland, Dudley, Sturbridge and Webster. Dinner was served at noon. The afternoon was very pleasantly spent in playing games, in singing and renewing friendships. A vote was taken to meet again next year the first Wednesday in August at the hall.

Mrs. Elizabeth Norcross, formerly of Putnam, is with Rev. and Mrs. J. R. Miller for the present, her address being East Thompson, Conn.

Blueberries have been abundant here and the children have found ready market at the station for all they could pick, many orders being taken by the trainmen.



What Is There Left For Essex To Prove

Note the Range of its Nation-Wide Performances All Made in One Week

These performances show what to expect of the Essex you will get. They are not a surprise to the more than 40,000 Essex owners, although their equal in so many instances was never shown by any other car.

Some of the hardest tests were made by Essex cars that had already traveled over 35,000 miles—equivalent to 7 years of average driving.

Some were on original tires that had done from 15,000 to 20,000 miles.

Many were owner cars—owner driven—taken without special preparation from their ordinary day to day work, to break the speed, reliability and economy marks of their localities.

Women piloted some of the runs that showed as high as 28 miles to the gallon of gasoline. They set new marks for fast time over long distance driving where men with many cars hesitate to venture. Is there any important car quality left for Essex to prove?

ECONOMY

With 49 cars in every type of performance of from 5 to 72 miles per hour and over all kinds of roads the average was 18.9 miles per gallon.

24 cars were sent on an average 216-mile economy run in Connecticut, some over mountains and others on a level course, averaging 18.7 miles per gallon. One car with 35,000 miles service averaged 21.2 miles per gallon.

A Hastings, Neb., woman drove 109 miles to Lincoln, averaging 28 miles per gallon.

Four women drove from Los Angeles to San Francisco and return averaging 22.5 miles per gallon and another Essex made the round trip between the two cities, 846 miles, with an average of 23 miles per gallon.

RELIABILITY

Reliability which is a larger factor in car economy than even gasoline mileage, was proven in every locality in non-stop motor performances and in long distance inter-city runs.

An Essex which had seen 16,000 miles service was driven from Columbus, Ohio to Washington, D. C., 403 miles, in 11 hours, 40 minutes.

Another Essex that had set the best time between Boston and Fort Kent, on the Canadian Border, made four round trips within a week, totaling 4,052 miles.

An Essex which had previously gone 28,000 miles made a round trip between San Francisco and Los Angeles over a route of grades and mountain passes, frequently far from water supply, with its gear shift levers, hood and radiator all sealed. It averaged 22.8 miles per gallon.

SPEED

The inter-city records for time in nearly all localities are now held by Essex.

From Buffalo, N. Y. to Rochester the distance is 88 miles. An Essex did it in 80 minutes.

The St. Louis to Kansas City record, 303 miles was taken by Essex in 10 hours, 17 minutes. Another Essex went from Yakima, Wash. to Seattle, 180.1 miles over Cascade Mountains in 4 hours, 56 minutes, lowering the railroad time by 1 hour, 44 minutes.

HILL-CLIMBS

In every section Essex set new performance marks on the most difficult hills.

The Rim O' the World in California, a climb of nearly 5,000 feet in 8.8 miles over mountain roads, was made in 17 minutes, 23 seconds, beating all previous records.

The 21st Street hill in Washington, D. C. was climbed by an Essex on high. No other car had done that. And on the Tilden Street hill an Essex went over the top at 51 miles per hour and the same car towed a 6-ton truck with load 16 blocks up hill.

NON-STOP MOTORS

At many points non-stop motor performances were made during which the car was for a greater time used in country and inter-city running. No attempt was made at speed but in no case was the motor stopped during the period of test. Scores of cities saw the Essex in constant operation for 144 hours. At one point a two weeks test—336 hours—was made of a motor in constant operation.

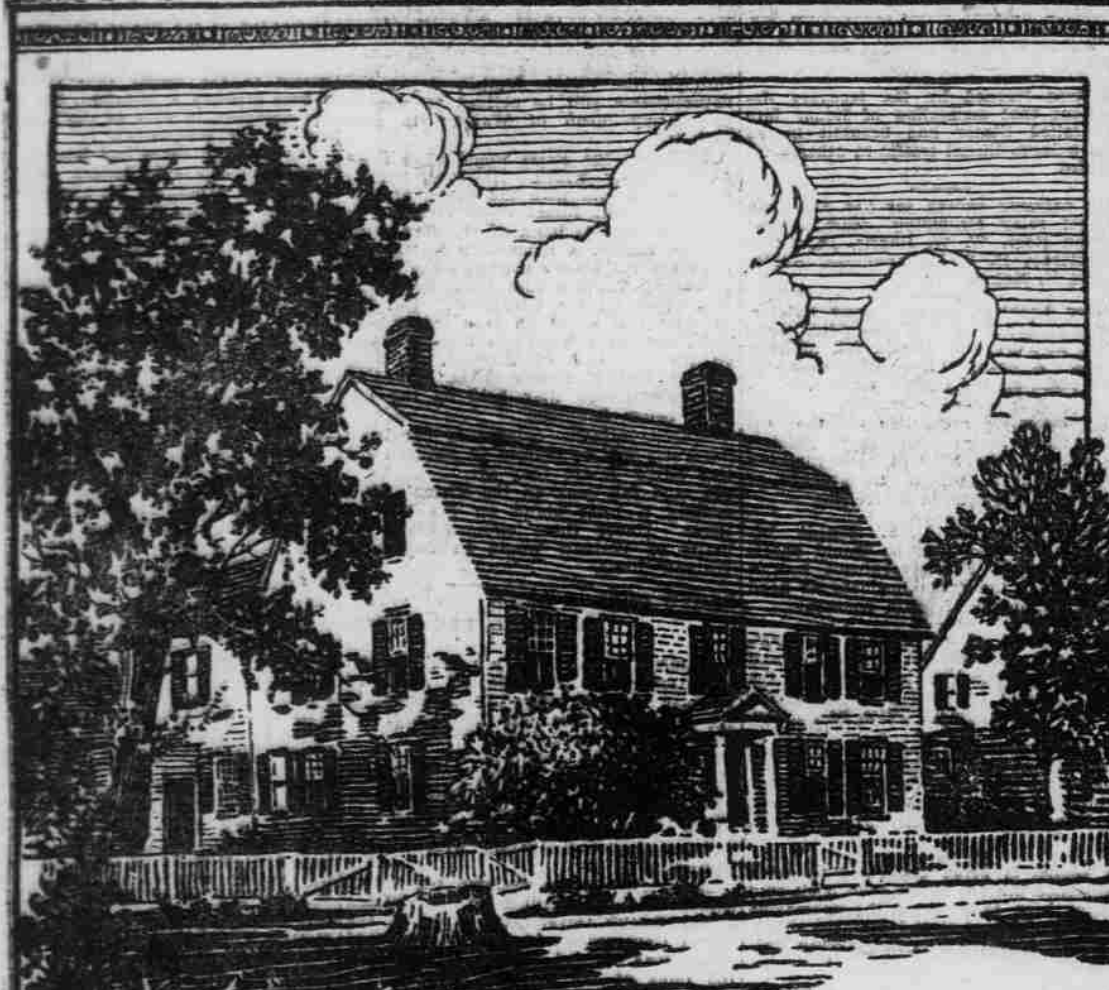
Literally hundreds of tests like these were made in all parts of the country. What they reveal is exactly what you may expect from the Essex you buy. Can you place equal confidence in any car that has not so vividly established its performance?

ERNEST WHITE, Dealer

PHONE 1142

191 NORTH MAIN STREET, NORWICH, CONN.

Service Station, Phone 1780



Webb House, Wethersfield, Conn., in which, on May 21, 1781, Washington and Rochambeau planned the siege and capture of Yorktown.

FROM Wethersfield, Conn., to old Provincetown, down on the Cape, and from there to Niagara Falls—over the city boulevards and all along "the trail"—you can find the familiar Socony sign. It is the symbol of a superior product and supreme service.

It has always been the policy of the Standard Oil Company of New York to anticipate the public needs for gasoline and motor oils. Along a newly opened road or in a recently developed suburb, the Socony sign of quality and service is invariably there to supply the needs of every motorist.

And Socony service fulfills the weekly demand for one drum of gasoline or a hundred, with equal promptness and care.

Socony gasoline is a standard-quality motor fuel—always uniform, always clean, always powerful. It is chock full of mileage. It represents a half-century of experience and constant improvement.

For permanent motoring satisfaction and economy, fill up regularly at the red, white and blue Socony sign.

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MOTOR GASOLINE

Every motor highway and byway throughout picturesque New England and New York is a part of the long "Socony Trail".

"Every Gallon the Same"